

DaimlerChrysler AG

New patent claims

- 5 1. A method for controlling a drive (16) of a motor  
vehicle having an internal combustion engine (10)  
and an electric motor (24), a main transmission  
10 (16) having an output shaft (18), which is  
connected to a driveshaft (19) of the motor  
vehicle, and an input shaft (14), which is  
connected to the internal combustion engine (10),  
the electric motor (24) being coupled to the input  
shaft (14) or the output shaft (18) of the main  
15 transmission (16) by means of an intermediate  
transmission (22) having at least two transmission  
ratio steps, where, to accelerate the motor  
vehicle from rest, the drive is initially effected  
solely by the electric motor (24), the  
intermediate transmission (22) being in its lowest  
20 transmission ratio step, and the provision of  
drive then being taken over by the internal  
combustion engine (10) before a shift operation in  
the intermediate transmission (22),  
characterized  
25 in that an energy store which is connected to the  
electric motor (24) is intermediately discharged,  
the electric motor (24) is operated in a  
regenerative mode, the electric motor (24) is  
operated in a booster mode and the like only in at  
30 least the second transmission ratio step of the  
intermediate transmission (22).
2. The method as claimed in claim 1,  
characterized  
35 in that the intermediate transmission (22) is a  
claw shift transmission.

3. The method as claimed in Claim 1 or 2,  
characterized  
in that the provision of drive is taken over  
gradually by the internal combustion engine (10)  
before a shift operation in the intermediate  
transmission (22), the drive torque supplied by  
the internal combustion engine (10) being  
increased to the same extent as the drive torque  
supplied by the electric motor (24) is reduced.
4. The method as claimed in one of claims 1 to 3,  
characterized  
in that the provision of drive is taken over by  
the internal combustion engine (10) as a function  
of a detectable acceleration demand of the motor  
vehicle.
5. The method as claimed in claim 4,  
characterized  
in that the acceleration demand of the motor  
vehicle can be detected from the accelerator pedal  
position and/or from the vehicle speed.